

## SAVANNAH BOAT GOT IN AFIRE.

PASSENGERS HAD A PANICKY HOUR OR TWO OFF BARNEGAT.

Alarm Came at 6 A. M. and Some Were Shy of Before Breakfast Courage. Boats Were Got Ready to Take Them Off If Need Came. It Didn't. Nobody Hurt.

The coastwise steamer Kansas City of the Savannah Line came into port a few minutes before noon yesterday with her forward hold red hot from a fire smoldering in the cotton and sixty-eight nervous passengers who had been pretty badly scared, but didn't like to admit it. When they felt the solid ground of Manhattan under their feet they made light of the panicky hour or two they spent in the fog off Barnegat, when the steamer was first found to be on fire.

The Kansas City left Savannah at 3 P. M. last Wednesday. Capt. H. C. Lewis was in command, with S. P. Hamilton as first officer and William Ryerson second officer. There were forty-nine passengers in the first cabin, eighteen in the second and one in the steerage.

She had taken on at Savannah 1,350 tons of freight, which included 224 bales of cotton. The cotton was loaded into forward hold No. 1. The rest of the cargo—made up of a hundred odd cases of turpentine, stored amidships, large consignments of Southern fruits and melons, lumber, naval stores and pig iron. There was a considerable quantity of resin in a hold near the cotton.

The Kansas City ran into fog off Barnegat about 6 o'clock yesterday morning. Capt. Lewis was asleep in his cabin then, and First Officer Hamilton ordered the anchor dropped. Most of the passengers were in their staterooms, some dressing, but the greater number in their berths. A few who had risen early were in the smoking room. Among these were E. B. Dunkerton and W. L. Benedict of Syracuse, who were waiting for their wives to join them.

"I smell smoke," said Dunkerton, "something stronger than the cigar smoke."

A minute or two later the cabin began to fill with thick smoke that had a sharp, pungent odor.

Mr. Dunkerton called a cabin boy and told him he thought the steamer was on fire. The cabin boy told the steward, the steward told the first officer and Hamilton awakened Capt. Lewis. By the time the captain got on deck passengers who had cabins forward were rushing on deck, crying "Fire!" and on the verge of a panic. Most of them were women and some were in nightgowns. The forward staterooms were so hot then that nobody could stay in them, and the smoke was pouring up from the fore hold. After there was little smoke and the heat of the fire had not been felt.

Capt. Lewis and his two officers first of all got the women on deck quieted.

"There is a fire in the hold where the cotton is stored," said he. "I don't think there is any danger to the ship, and if there is we are all right anyhow. We've got plenty of boats and we are near land and more than that, we have got plenty of time. Just keep cool and don't get in the way. There won't be a hair singed on board."

The majority of the women were level headed and sensible, but a few couldn't be calmed. A girl from Savannah, who had been very popular on the trip, kept screaming and crying that the ship would surely burn up and that everybody would have to die. She was in such a state that the other women began to get fidgety and even some of the men looked longingly at the boats.

"Hamilton," said the captain, "get that woman off in a stateroom somewhere or the Lord knows what she'll do. She's worse than a spark in a powder magazine."

The first officer led the girl away and she fainted before he got her into the stateroom. She was a pretty girl, tall, with a lot of dark brown hair and a nice complexion, but hadn't her nerve with her.

The captain then got the male passengers around him and told them that their business was to stay right by the women and see that they didn't get frightened, and that they were ready to leave the ship if it became necessary.

The Kansas City has a crew of fifty-nine men and they soon had three lifeboats swinging over the water ready to drop at the order. Water and provisions were put in the boats.

The whistle of the Kansas City was turned loose, blowing for her quick short blasts. Hamilton and a dozen men tried to take her into the hold where the cotton was, but the place was like a red-hot furnace and the men found it impossible to stand the resinous smoke. Hamilton reported that it was impossible to fight the fire that way. So the captain ordered the lifeboats lowered and the men were told to get into them as fast as they could.

"The ship's afire," shouted Capt. Lewis to Capt. John Gully of the tug "Stand by in case we need help. I think we can get along all right now."

The coming of the tug was the women immensely. Conveyed by the tug, the Kansas City went along to the tugship, where she picked up another tug, the R. J. Barrett. The two tugs ran alongside the steamer to quarantine, whence the news of the fire was sent to the city, and the Fire Department and the police were asked to be on hand to meet the steamer at Pier 39 near the foot of Spring street.

The Kansas City left quarantine about 10:30 o'clock and made her way in the Bay under her own steam to her pier. The passengers were all ready to land and didn't waste a minute.

The firemen working from the McClellan and the Abram S. Hewitt, which got to the pier a few minutes after the Kansas City, poured sea water into the hold, where the cotton smoldered. By 3 P. M. in the afternoon they had the fire whipped. All the cotton was destroyed and the loss in fruits and other perishable freight is heavy. It may be that the ship herself is considerably damaged.

"Capt. Lewis showed himself a mighty good man," said Charles Keyes, a night man of Augusta, Ga., who was a passenger. "Nobody at first knew how bad the fire was and the fog made the situation all the more alarming, but the captain was as cool as a cucumber, calming the passengers, giving orders one after the other and smoking a cigar all the while. The women were shrieking and foolish, of course, but the men acted pretty well, except for one fellow who lost his head completely and prayed to be saved. When he realized that the danger was over he was that he wanted to be saved for the sake of his children."

**CRIPPLED SAVING CHILD.**

Gordon's Thigh Bone Broken When Little Girl Rolled Down Elevated Road Stairs.

A little girl who was descending the stairs of the 133d street station of the Third Avenue elevated railroad last evening slipped and started to roll down. James P. Gordon, a boss painter, of 806 East 135th street, caught her, but was knocked off his feet. He and the child rolled to the street, fifteen feet below.

The girl ran up the steps and joined her anxious mother, and they disappeared, but Gordon could not rise for his thigh bone was broken. He was sent to Lincoln Hospital.

## LADY MANAGERS SAVED MONEY.

Had \$100,000 to Spend at St. Louis Fair and Turn Back \$20,000.

The auditing committee of the board of lady managers of the Louisiana Purchase Exposition met at the Murray Hill Hotel yesterday afternoon and approved of a report showing that there remains in the treasury \$20,000. All expenses having been paid, this amount will be returned to the exposition company, to which was granted the Government loan of \$1,000,000, from which \$100,000 was set aside for the exclusive use of the board of lady managers.

On July 1 the board will submit its financial statement to the exposition company and the board's official existence will then cease. The auditing committee, consisting of Mrs. Ellis P. Ernest of Denver, Mrs. Mary Phelps Montgomery of Portland, Ore., and Mrs. Richard W. Knott of Louisville, felt very much elated that they were able to make such a favorable report.

"I think the record of the board is unexcelled," said Mrs. Knott, speaking for the committee. "We had \$100,000 to spend just as we pleased, and I think it shows exceedingly good economy that we were able to do all that we did and still be able to return \$20,000. I don't think a committee ever returned to the Government any part of an appropriation made by Congress before. The credit for the good management which made such a state of affairs possible all belongs to Mrs. Daniel Manning, through whose efforts in Washington the original appropriation was secured."

"There is absolutely no truth in the report that our accounts are involved and that a man had to be called in to straighten them out. A man was called in, but he was simply an accountant, who was hired to verify our figures. He found every bit of money accounted for."

**HALF THE TEAM BLIND.**

Prof. Woodward Confesses Ignorance of Horse Dealer Strong in Court.

Prof. Benjamin D. Woodward of Columbia University was in the Jefferson Market Police court yesterday as a witness at the examination of George Strong, whom he charges with selling him a blind horse.

Prof. Woodward paid \$50 for the team and harness, and didn't discover the blindness of one of the horses until he led the beast to water and it couldn't see it. A representative of the District Attorney's office was in hand, it having been said by the police that Strong made a business of shady horse deals.

Lawyer Newburger, who appeared for Strong, asked Prof. Woodward to describe the horse.

"I don't know anything about horses," said the professor, "and I couldn't describe him in horse terms."

"Didn't you say you were a veterinarian?" asked Magistrate Dan Finn, who had mistaken the import of the title professor.

"No, I am a professor," said Woodward, "or what?" asked the magistrate.

"Of the Romance languages and literature," said the professor.

"Ah," said Magistrate Finn.

Two other witnesses, Dr. Strange and Cones, testified that the horse was blind.

"Couldn't the horse have gone blind in the night after Strong sold him?" asked Lawyer Newburger.

"No," said Dr. Strange.

"Did the horse tell you he was blind?" asked the lawyer.

"He did not," said the veterinarian, "but in all my experience I have never had a horse confide in me."

Magistrate Finn adjourned the case until next Wednesday.

**BAR PIERED HIS HEAD.**

Engineer in Factory Killed Tightening Bolts Above the Flywheel.

George Hayes, chief engineer in Wasco's piano factory at Brown place and East 133d street, the Bronx, took a long iron bar yesterday afternoon and tried to fix some machinery above the big flywheel in the engine room.

The end of the bar slipped from a nut which Hayes was tightening and struck the driving rod of the flywheel. The bar was driven through Hayes's head and he died almost instantly. He was 39 years old and lived at 604 East 137th street.

**SHERIFF BOSS OF UNION SHOP.**

Attaches Printing Concern Which Publishes a Labor Paper.

The Sheriff took charge yesterday of the office of the Union Labor Cooperative Association at 131 Broadway on a five month for \$500 in favor of the Kramer Web Manufacturing Company of Philadelphia, the claims being assigned to Charles E. Grim of this city.

The concern was incorporated in August, 1904. Henry Gieseler was the president and Robert P. Bell the vice-president. It did commercial printing and published the Trade Union Courier.

**Application for a Permanent Receiver for the Merchants' Trust Company.**

Hudson, N. Y., June 17.—Application for a permanent receiver for the Merchants' Trust Company of New York was made today by the Attorney-General before Justice Cochrane at an adjourned special term. The trust company was represented by William B. Ellison of New York. On motion of the representative of the Attorney-General the whole matter was left in abeyance until June 24. It is the general impression in legal circles here that before the 24th an amicable settlement will be reached by the attorney and the contesting parties and that the appointment of a receiver will be unnecessary.

**Dr. Bundy Released on Bail.**

Dr. Edmund Bundy, who was indicted for homicide in connection with the death of Margaret Van Doren of Bayonne, pleaded not guilty to the two indictments in the Court of General Sessions, Jersey City, yesterday. He was released in \$10,000 bail to appear for trial. County Physician Charles B. Converse who performed the autopsy on the young woman's body, testified that he found no evidence of malpractice.

**Last Week of Removal Sale.**

Silversmiths, 41 Union Square.

**C. H. LUENGOENE, Auctioneer.**

**Will Sell at Auction**

the entire stock of goods not to be moved to the new Reed & Barton store on Fifth Avenue.

Thousands of dollars' worth of High Grade Silver Plated Tea and Table Services, Fruit and Berry Bowls, Fern Dishes, Candlesticks and Candelabra, Odd and Beautiful Novelties.

**Also Sterling Silver Ware.**

Note.—Every article guaranteed made by Reed & Barton and in every way up to their well known standard.

**Sale Monday, June 19.**

**Opens: 12 noon to 5 P. M.**

Each Day Thereafter Until Entire Stock is Sold.

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